

**FY 2009
HIGHWAY SAFETY PLAN**



**HONORABLE TOGIOLA T.A. TULAFONO
GOVERNOR**

**FILIFA'ATALI M. U. FUIAVA
DPS COMMISSIONER
GOVERNOR'S REPRESENTATIVE**



HON. TOGIOLA T.A. TULAFONO,
Governor

HON. AITOFELE T.F. SUNIA
Lt. Governor

DEPARTMENT OF PUBLIC SAFETY
AMERICAN SAMOA GOVERNMENT
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Office of the Commissioner



FILIFAATALI M.U. FUIAVA
Commissioner

23 September 2008

Serial: 170-08

Dr. David Manning Ph.D.
Regional Administrator
Department of Transportation
National Highway Traffic Safety Administration
Western Region
201 Mission Street, Suite 1600
San Francisco, CA. 94105

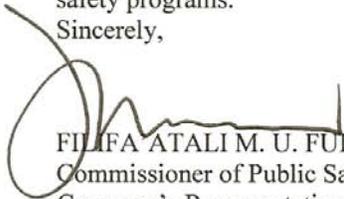
Dear Dr. Manning:

Talofa lava, and warm greetings from American Samoa. Attached for your perusal review is American Samoa's Fiscal Year 2009 Highway Safety Plan (HSP).

The contents of this report include, DPS Organizational Chart, Certification and Assurances, Performance Report, Performance Plan and the FY 2009 Budget. American Samoa plans to continue its campaign against impaired driving, youth alcohol, and pedestrian safety. The Office of Highway Safety will especially concentrate its resources on seatbelt and CPS usage, and the upgrading of American Samoa's traffic records system.

I hope that your review finds American Samoa's FY 2009, Highway Safety Plan satisfactory and meeting all DOT/NHTSA requirements. Thank you, for your continued support of our highway safety programs.

Sincerely,


FILIFA ATALI M. U. FUIAVA
Commissioner of Public Safety
Governor's Representative

ATTACHMENT

HIGHWAY SAFETY PROGRAM COST SUMMARY

O.M.B. No. 2127-003
U.S. Department of Transportation
National Highway Traffic Safety Administration
Federal Highway Administration

State: American Samoa Number: HSP 2009-00 Date: September 23, 2008

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	
PA 09-01	\$90,002.00						
AL-09-02	\$100,071.00						
EM 09-03	\$57,710.00						
OP 09-04	\$114,243.00						
PS 09-05	\$39,640.00						
PTS 09-06	\$173,044.00						
RS 09-07	\$74,190.00						
SA 09-80	\$66,684.00						
TR 09-09	\$93,776.00						
YA 09-10	\$72,042.00						
PM 09-11	\$56,000.00						
K4 09-12	\$626,063.00						
K9 09-13	\$656,500.00						
Total NHTSA	\$2,219,965.00						
Total FHWA							
NHTSA & FHWA	\$2,219,965.00						

Federal Official(s) Authorized Signature: NHTSA:

Name: DAVID J. MANNING, PH.D

Title: Regional Administrator

Date: _____

State Official Authorized Signature:

Name: FILIFA'ATALIM. U. FUJAVA

Title: Commissioner/GR

Date: 9/23/08

Highway Safety Contacts

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Traffic Records Coordinating Committee

Traffic Records Executive Committee

Filifaatali M. U. Fuiava
Honorable John L. Ward II
Mr. Taeaotui P. Tilei
EMS Chief Fuapopo Avegalio
Mr. Fred Scanlan Jr.

GR/Commissioner; Dept. of Public Safety
Judge; American Samoa District Court
Director; Department Public Work
TRCC Chairman/EMS
Grant Administrator

TRCC Committee Members

Chief Fuapopo Avegalio; EMS
Mr. Fred Scanlan; DPS
Mrs. Sinatoga Moliga; DPS
Mrs. Faleosina Voight; DPW
Mr. Ardie Roque;
Mrs. Marie Ripley; DPS
Lt. Lealofi Satielu.; DPS
Mr. Doug Jessop
Mrs. Jacki Tulafono
Mrs. Lata Allen
Mr. Patrick Nomura

Chairman
Traffic Records Coordinator
Motor Carrier Safety Grant Administrator
Highway Division
Court
Office of Motor Vehicle
Records Division
Department of Health
Department of Health
EMS
Technology Work Group

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs.
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal

programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b) Establishing a drug-free awareness program to inform employees about:

1. The dangers of drug abuse in the workplace.
2. The grantee's policy of maintaining a drug-free workplace.
- 3 Any available drug counseling, rehabilitation, and employee assistance programs.
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will:

1. Abide by the terms of the statement.
2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted:

1. Taking appropriate personnel action against such an employee, up to and including termination.
2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or local health, law enforcement, or other appropriate agency.

g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer

or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded

from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49

CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

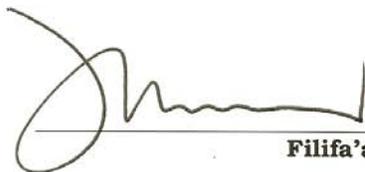
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Filifa'atali Fuiava

Governor's Representative for Highway Safety

9/23/08

Date

PERFORMANCE REPORT

Background Information

The Territory of American Samoa is a group of seven islands that came under the United States control in 1900, with the signing of the Treaty of Cession. The largest inhabited island is Tutuila, where the capital city of Pago Pago is situated. The population of the islands is estimated at 66,900 with 97.6% residing on the island of Tutuila.

The Traffic Laws of American Samoa are enforced by the Department of Public Safety (DPS), under the direction of the Commissioner of Public Safety, who is appointed by the Governor and approved by both houses of the Legislature (Fono). The Commissioner of Public Safety is the designated Governor's Highway Safety Representative. The Office of Highway Safety, (OHS) is under the direction of the Highway Safety Coordinator.

The OHS Coordinator reports directly to the Grant Division Manager, who incurs reports to the DPS Commissioner/Governor's Highway Safety Representative. All highway safety programs are coordinated and monitored by the Office of Highway Safety. The Office of Highway Safety is presently coordinating and monitoring activities and projects funded under the Highway Safety Section 402 Grant, TEA-21 Section 405 Occupant Protection Grant, and Section 408 Grants.

The Office of Highway Safety is presently implementing ten (10) highway safety programs including the incentive grants to address problems relating to American Samoa's Traffic Safety or Highways. The Office Highway Safety implemented the following Highway Safety Programs in FY 2006 and will continue the same Highway Safety Programs for FY 2009:

Highway Safety Programs

PA	Planning and Administration
AL	Alcohol Enforcement
EM	Emergency Medical Services (EMS)
OP	Occupant Protection
PS	Pedestrian Safety
PT	Police Traffic Services
RS	Roadway Safety
SA	Safe Communities

- TR Traffic Records
- YA Youth Alcohol

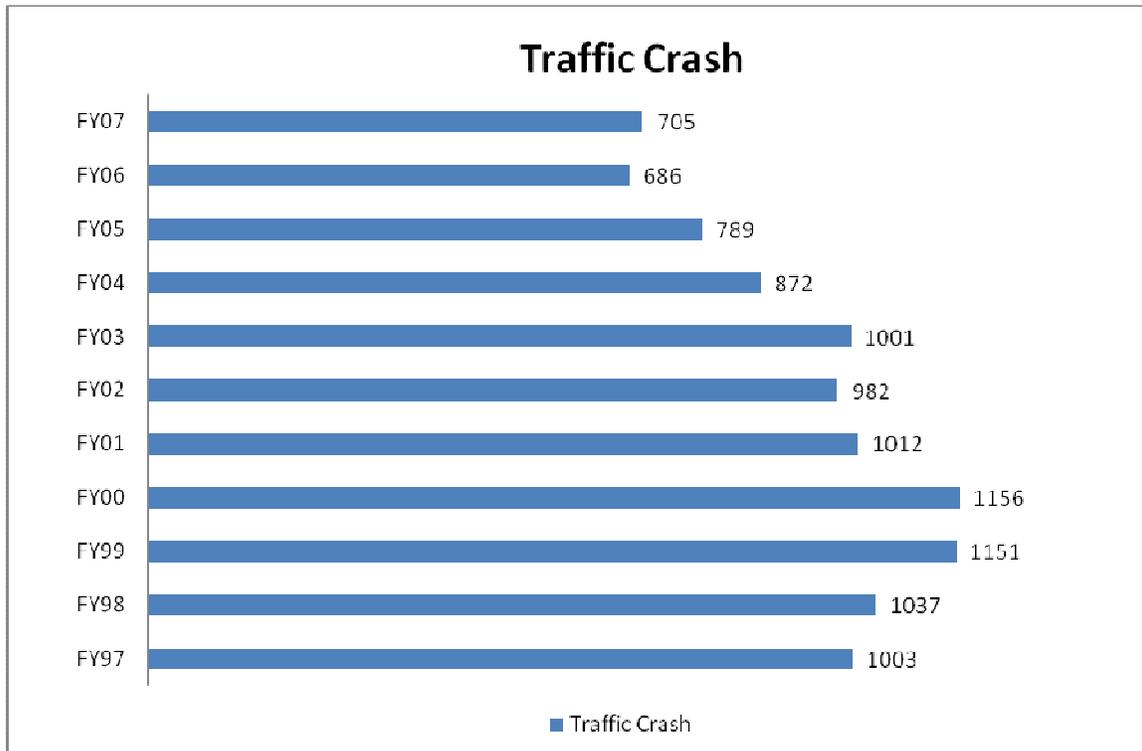
Incentive Grants

- K4 Section 406 Occupant Protection Incentive Grant
- K9 Section 408 Traffic Safety Data Improvement Grant

Traffic Crash Data

Since the Traffic Crash Data for FY 2008 will not be available for the Office of Highway Safety (OHS) until December, OHS has to rely on American Samoa’s Traffic Crash Data from fiscal year 2007 and previous fiscal years to evaluate American Samoa’s Highway Safety Programs. The American Samoa Office of Highway Safety does have other data such as surveys and completed activities conducted in FY 2008, which will be used to plan activities and projects required by the Office of Highway Safety for the FY 2009 Highway Safety Plan to resolve Traffic Safety problems confronting American Samoa. The Office of Highway Safety selected FY 1997, as its base year to monitor the progression of American Samoa’s Highway Safety Programs.

GRAPH -1

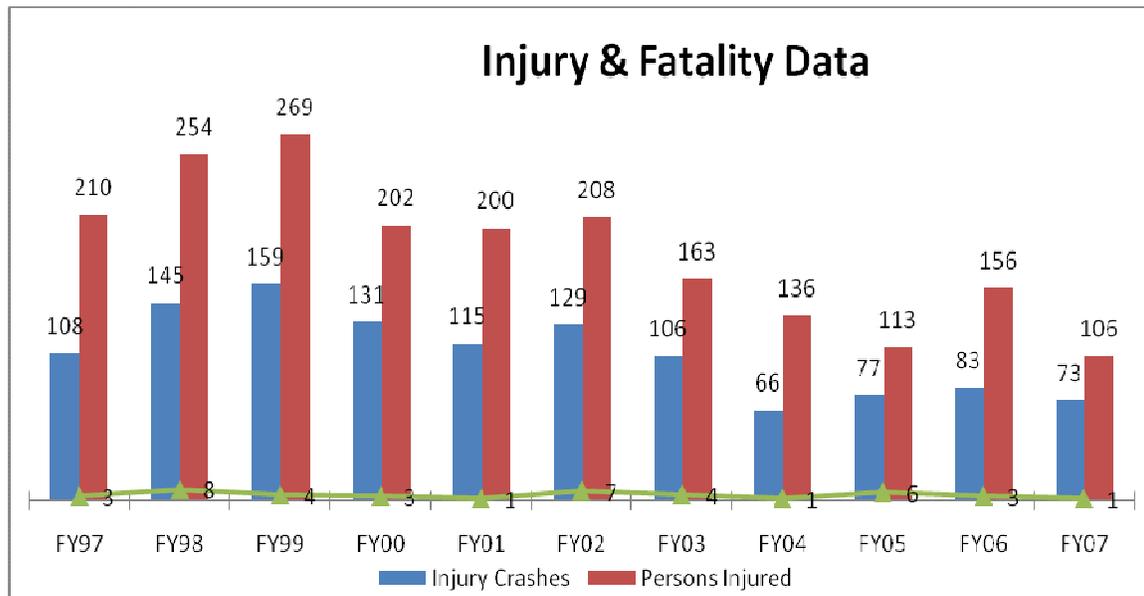


The goal of the American Samoa Office of Highway Safety is to decrease American Samoa's traffic crashes by 5% annually using FY 1997 as its base year. As depicted in **Graph-1**, traffic crashes in American Samoa gradually increased from FY 1997 through FY 2000. Traffic crashes has increased in the past year. In FY 2004 crashes declined by 14.8% compared to FY 2003. Crashes continued to drop in FY 2005, a reduction of 10.5% from FY 2004. Total crashes in FY 2006 were the fewest annually as compared to all annual crashes beginning from FY 1997 (Base year). There were 1003 crashes in FY 1997, 686 crashes were reported in FY 2006.

Crash Injury & Fatality Data

Since FY 1997, fiscal year 1999, showed the highest occurrences of injury crashes and persons injured from vehicle crashes. Injury crashes and persons injured declined again after FY 1999. In FY 2002, there was a slight increase in vehicle crashes involving injuries and the number of persons injured in motor vehicle crashes. Injury crashes and persons injured continued to decrease after FY 2002. Although injury crashes again increased in FY 2005 by 14% as compared to FY 2004 the total number of persons injured in FY 2005 was 20.5% less then persons injured in FY 2004. Traffic fatalities increased in FY 2005, six people lost their lives in traffic crashes in FY 2005, and there was only one traffic fatality in FY 2004.

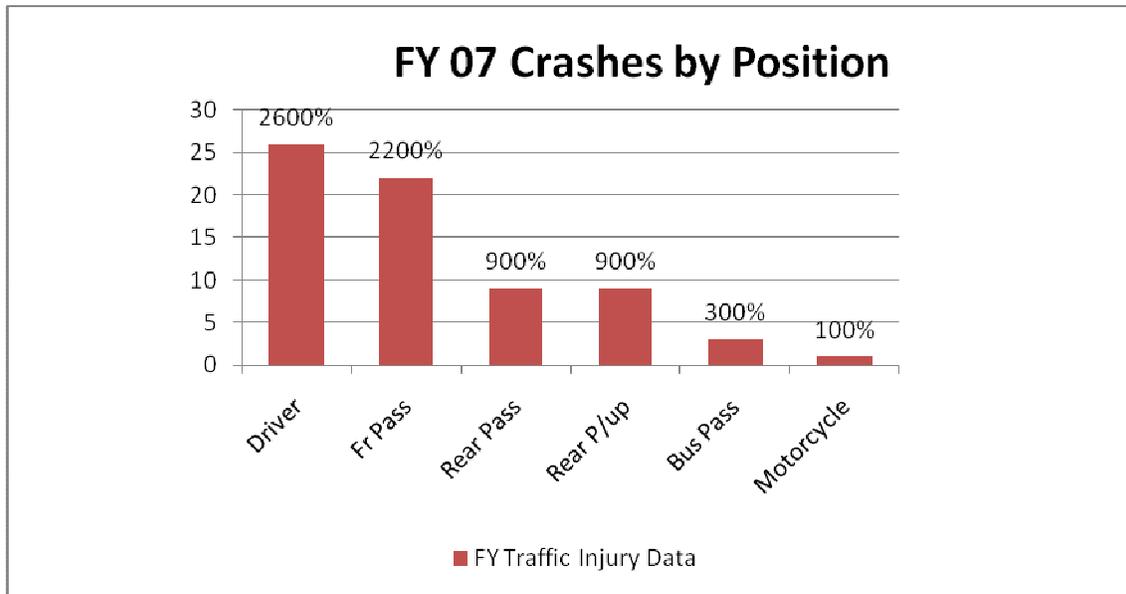
GRAPH-2



Injury by Position

Based in American Samoa’s Traffic Crash Data collected from FY 1999 to FY 2003, the driver and front seat passenger dominates the category of vehicle position where most injuries occur. Least injured were operators and passengers of motorcycles. In FY 2004, most injuries were found to be passengers riding in the beds of pick up trucks and front passengers. In FY 2005, the driver and front seat passenger again was found to be the positions that most commonly were involved in traffic crash injuries.

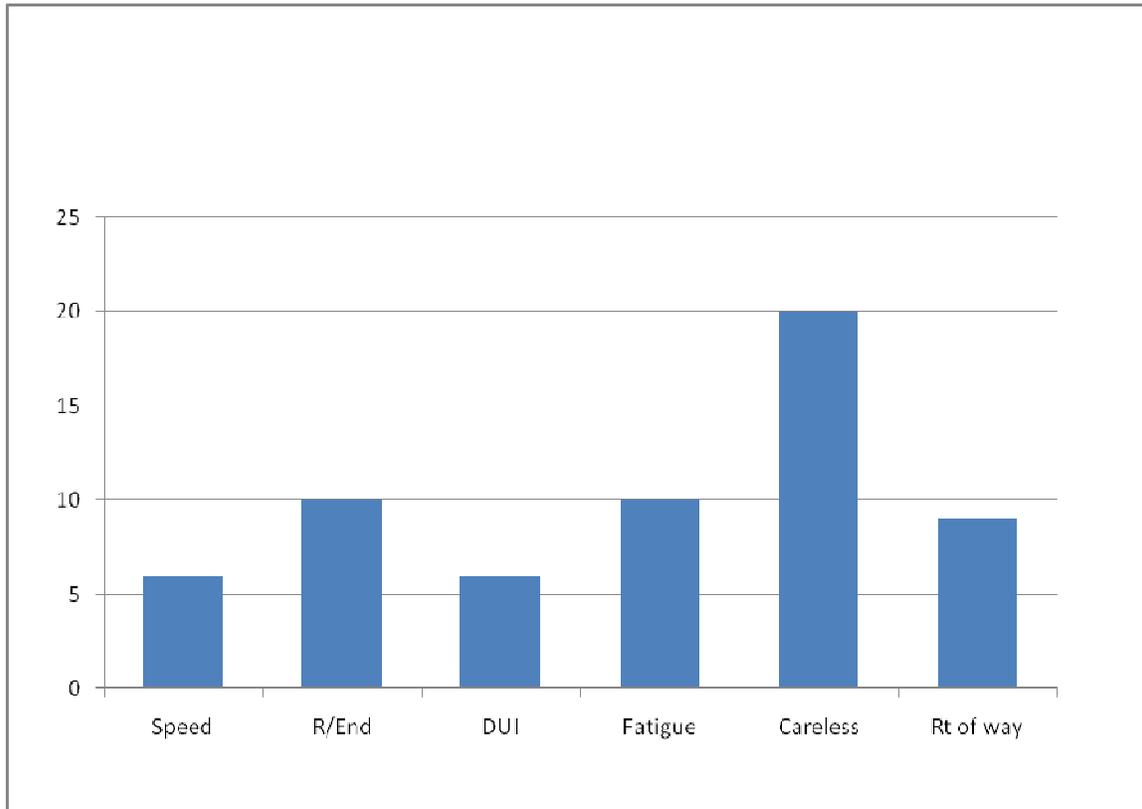
GRAPH-3



Cause of Injuries

The five leading causes of traffic crash injuries were from rear collisions, (rear ends), driver fatigue, careless driving, DUI, and speeding. By far careless driving was discovered to be the leading cause of injury related crashes. In FY 2005, careless driving remained the highest cause for traffic crash injuries. Speeding, right of way, and driver fatigue were the other major causes for traffic crash injuries.

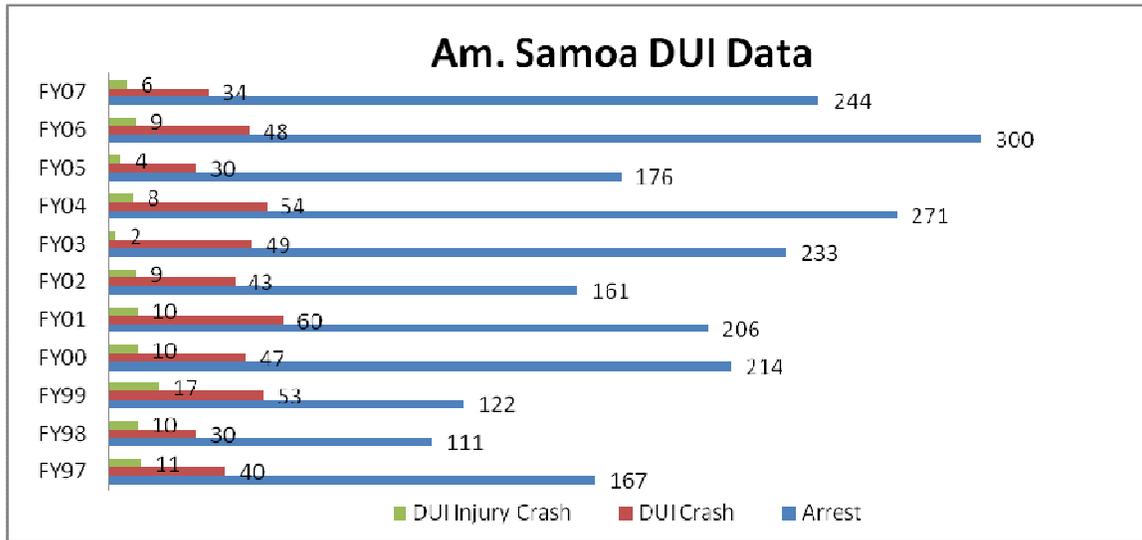
GRAPH-4



DUI Data

Data for FY 2008 is not available. In FY 2001 and FY 2002 DUI arrest had declined as compared to FY 2000. In FY 2003 DUI arrest increased by 30.9%. DUI arrest continued to increase in FY 2004 by 14%. There was dramatic drop of 53% in DUI arrest in FY 2005 as compared to FY 2004. Although, there was an enormous reduction in DUI arrest in FY 2005, DUI crashes dropped by 80% and persons injured in DUI related crashes were reduced by 50% In FY 2005. For the second consecutive year there were no DUI related traffic fatalities.

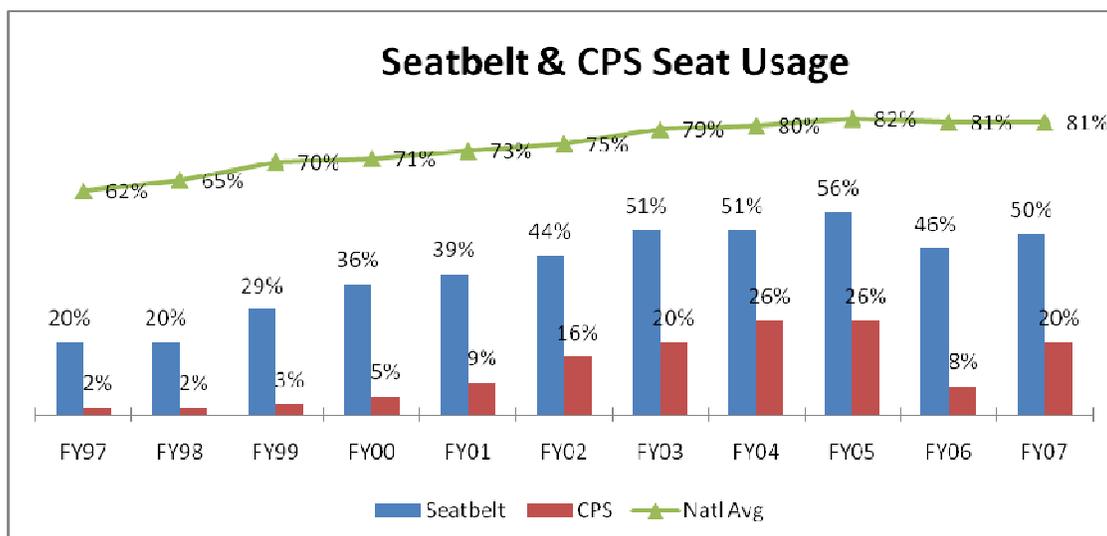
GRAPH-5



Seat Belt and CPS Seat Usage

Data for 2008 is not available. From FY 1997 to FY 1998, American Samoa’s seat belt usage was under 20% and child safety seat usage was below 5%. The problem listed by the Office of Highway Safety (OHS) was the lack of DPS manpower and the lack of procuring of child safety seats when funds were available since 1999. The Office of Highway Safety and the Department of Public Safety took measures in remedying the seatbelt and the child passenger safety seat usage by coordinating enforcement, education and providing public awareness.

Graph-6

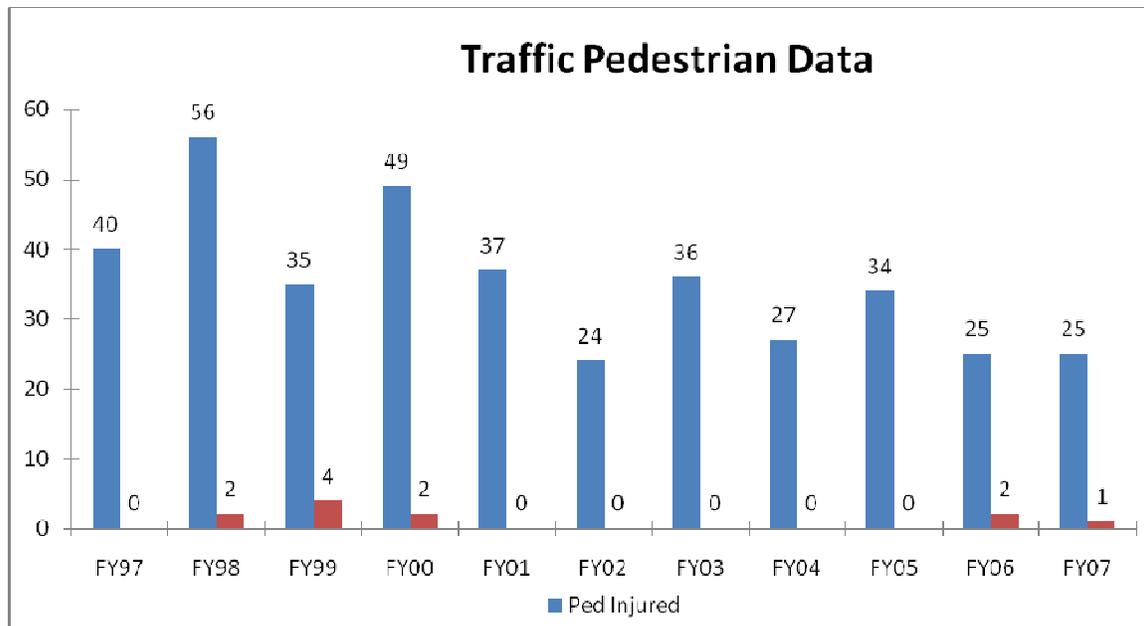


Although American Samoa has been steadily increasing its seat belt and child passenger safety seat usage, American Samoa's usage is probably the lowest in the nation. After a great surge of enforcement from 2000 to 2002 seat belt and CPS enforcement again declined. The problem was again due to the lack of police officers within the DPS workforce. The American Samoa Government with its budget cuts has not allowed DPS to restore police positions vacated.

Pedestrian Safety

Data for 2008 is not available. In previous years pedestrian injuries were the cause for most of the traffic fatalities in American Samoa. Fiscal year 1998 was the peak for pedestrian injuries and fatalities. Between FY 2001 and FY 2002 pedestrian injuries declined it again rose in FY 2003 and then decreased in FY 2004. There was a 20% rise in pedestrian injuries in FY 2005 as compared to pedestrian injuries in FY 2004. There were no pedestrian fatalities from FY 2000 to 2004. In FY 2006, there were two pedestrian traffic fatalities. FY 2007 shows one less fatality from previous year.

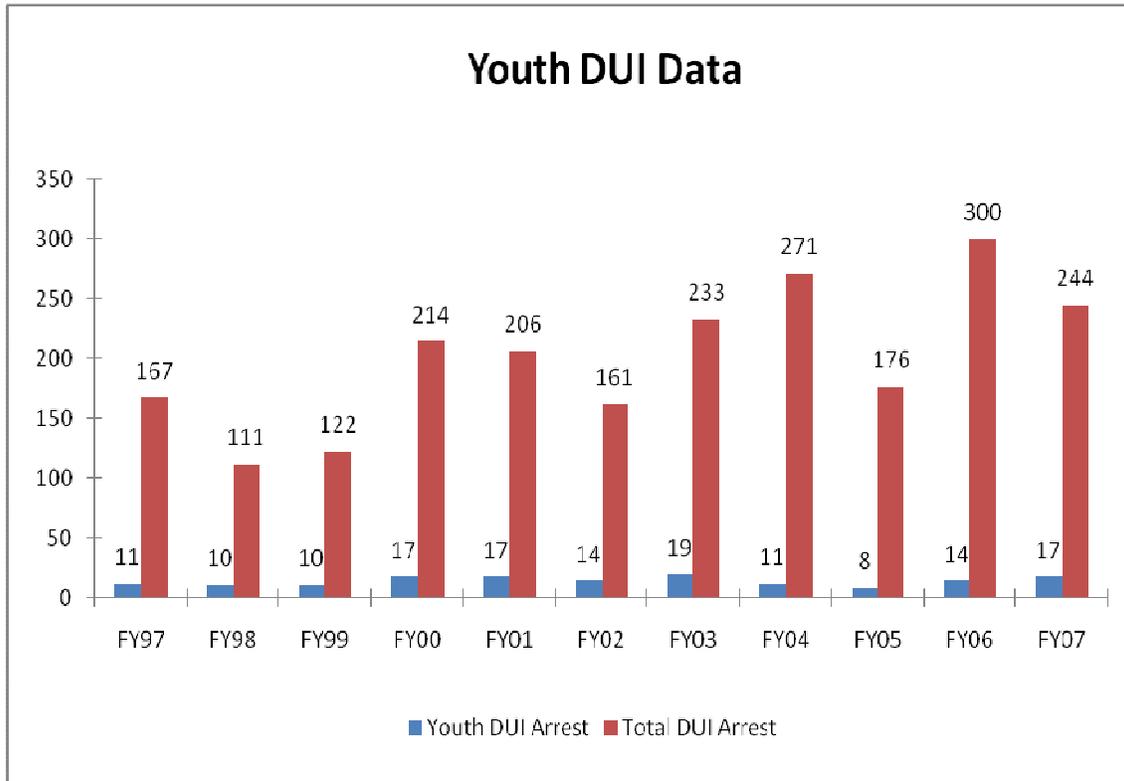
GRAPH-7



Youth Alcohol

Data for 2008 is not available. The American Samoa Office of Highway Safety's goal is to have zero number of youths involved in alcohol related traffic crash fatalities. Data collected by OHS indicated that the number of youths (under age of 21) arrested for operating a motor vehicle on the highways under the influence of alcohol were 21% less in FY 2002 as compared to FY 2001. In FY 2003 there were 26.3% more youths arrested for DUI than in FY 2002. While there was an increase of youths arrested for DUI there were no youths involved in traffic fatal vehicle crashes in FY 2003. Fiscal year 2004 revealed a 72.7% drop in youths arrested for driving impaired. In FY 2005 youths arrested for DUI again fell by 37.5% as compared to the previous fiscal year. There were no traffic fatalities in FY 2005. There has been no traffic fatality caused from a vehicle driven by a youth (under age 21) for the past three consecutive years. However, FY 2005 to FY 2007 shows an increase of nine youth DUI arrests.

GRAPH-8



Performance Report

The American Samoa Office of Highway Safety (OHS) is under the direction of the Governor's Highway Safety Representative (GR). The Commissioner for the Department of Public Safety is the Governor's appointed Highway Safety Representative. The Office of Highway Safety is housed at the Police Central Headquarters in Fagatogo, Pago Pago, American Samoa.

The coordination, monitoring and evaluation of all highway safety programs fall under the American Samoa Office of Highway Safety. The OHS is under the direction of the Highway Safety Administrator. The Administrator is appointed by the Governor's Highway Safety Representative and is under the supervision of the Grant Division Manager. The Administrator is responsible for establishing the American Samoa Highway Safety Plan (HSP), The Highway Safety Annual Report, Grant Applications and reports. All Plans, Grant Applications, and Reports are approved by the Governor's Highway Safety Representative and submitted to the National Highway Traffic Safety Administration (NHTSA) Region 9 for final approval.

The American Samoa Office of Highway Safety operates under the reimbursement system. All highway safety activities are initially funded by the American Samoa Government (ASG). The Office of Highway Safety then prepares a reimbursement voucher that is submitted to NHTSA Region 9 for verification. Upon approval of NHTSA Region 9, the voucher is inputted in the Grants Tracking System. Once the draw down is in the GTS the federal government reimburses the ASG funds that were utilized by the Office of Highway Safety to fund highway safety projects.

Problem Identification Process

The American Samoa Traffic Crash Data is collected from the Traffic Crash Reports that are turned in by Police Officers to the DPS Records Office. A new more modernized Crash system is under pilot testing. These Traffic Crash Data are collected and analyzed by OHS staff to identify American Samoa's Crash Data. Traffic Enforcement Data is obtained by the Office of Highway Safety from the Traffic Citation Data received from The American Samoa High Court soon be automated. OHS can also obtain traffic enforcement data by reviewing the DPS Monthly Reports and Enforcement Summary Reports. Injury Data is obtained from the EMS Quarterly Reports and Traffic Crash Data from the DPS Records Division.

Some of the funded program managers are tasked with the responsibility of submitting timely progress reports during the fiscal year with the rest provided by the Administrator himself. In addition to this they are to provide the DPS/OHS with proposals identifying their needs and projects requiring continued funding by the end of the third quarter of the fiscal year. Budgets are also included with the proposals. The OHS Administrator disseminates information with which to prepare the Highway Safety Plan for the following fiscal year.

Mission Statement:

The mission of the American Samoa Department of Public Safety and the Office Highway Safety is to reduce traffic crashes, traffic fatalities, injuries and property damage on the highways of American Samoa and create a safer environment for our motorist, passengers, and pedestrian alike.

Goal 1: Continue to reduce motor vehicle Fatal Crash Rate to 50% in Fiscal Year 2009 from the previous fiscal year.

Objectives:

- a) Reduce motor vehicle crashes by 5% in fiscal year 2009 as compare fiscal year 2007. A reduction in traffic crashes will lessen the possibility of crash fatalities.
- b) OHS will provide more modernized traffic equipment to assist DPS in its duties in enforcing American Samoa's Traffic laws.
- c) OHS will coordinate with DPS strategies to increase traffic enforcement primarily American Samoa's Primary Seatbelt and Child Restraint, Speed Management and Driving under the Influence Laws.
- d) OHS will provide education and public awareness through a collective effort with other agencies to promote highway issues such as seatbelt and CPS usage, dangers of drunk driving, pedestrian safety, speeding, fatigue drivers, road safety, youth alcohol, and aggressive driving.

PM:

Quarterly reports reflect a reduction of 14.5 crashes during fiscal year 2007 from the previous fiscal year. 2008 status is incomplete.

DPS Monthly Reports and Court Citation data shows DPS maintaining or increasing seatbelt, CPS seat, DUI, and speeding enforcements during FY 2007. Accumulation of 2008 data is incomplete.

Seatbelt roadside survey shows an increase in seatbelt and child passenger safety seat usage.

Monthly reports show a decrease in traffic crashes involving pedestrian injuries.

Fatality crashes are not available for 2008. Previous report shows a reduction by 50% based on fiscal year 2007 traffic report data as compared to FY 2006.

Goal 2: Reduce the number of vehicle crash injury by 10% in Fiscal Year 2007 as compared to the previous fiscal year.

Objectives:

- a) Continue to increase motor vehicle occupant seatbelt use to 60% and child passenger safety seat usage to 30% in FY 2009.
- b) OHS will fund for education and public awareness to promote seatbelt and CPS seat usage, pedestrian safety, dangers of drinking and driving, speeding, and aggressive driving.
- c) DPS will maintain or increase the enforcement of American Samoa's Primary Seatbelt and Child Restraint Laws in FY 2009.
- d) DPS will increase DUI enforcement by 10% in FY 2009 as compared to FY 2007.

PM:

Seatbelt surveys indicate an increase in seatbelt and child passenger safety usage in FY 2007.

Department of Public Safety traffic Enforcement reveal an increase in DUI arrest, speed, and seatbelt citations issued.

Office of Highway Safety monthly data collected from the DPS Records Division motor vehicle traffic crash reports show a decline in injury related vehicle crashes in FY 2007.

Goal 3: Reduce American Samoa's alcohol and drug related crashes by 10% in FY 2009.

Objectives:

- a) The Department of Public Safety will maintain or increase DUI Saturation Patrols and DUI Sobriety Check Points.
- b) The Office of Highway Safety will fund for equipments to assist DPS in DUI Enforcement.
- c) OHS will fund training for DPS police officers to be certified in DUI enforcement.
- d) OHS will continue to provide public awareness materials and utilize the media to educate the public on the dangers of impaired driving.

PM:

DUI citations and arrest increase in monthly and quarterly reports in FY 2007.

DUI related crashes are reduced based on police monthly crash data.

DUI related traffic crashes are reduced by 10% at the end of FY 2007, based on DPS Traffic Crash Records.

Goal 4: Reduce pedestrians injured in traffic crashes by 5% in FY 2009.

Objectives:

- a) The DPS Traffic Division and Pedestrian Safety Program will continue to maintain or increase enforcement near school areas and places exceedingly utilized by pedestrians.
- b) OHS will ensure that cross walks are painted and warning signs utilized at school, commercial and business areas heavily used by pedestrians.

PM:

Office of Highway Safety data collected monthly from DPS Records Division show a reduction in pedestrians injured in vehicle crash.

DPS traffic Records data indicate a 5% decrease in pedestrian injured in FY 2007 as compared to previous fiscal year.

Goal 5: Improve Highway Safety automated Traffic Record Data Management System.

Objectives:

- a) The Office of Highway Safety will purchase computers to increase Traffic Record capabilities.
- b) OHS will continue to upgrade the network connection between DPS Dispatch, OMV and the District Court
- c) The Office of Highway Safety will upgrade the EMS data system to improve traffic injury data.
- d) OHS will continue to conduct pilot testing on new Crash system with personnel training.

PM:

The Office of Highway Safety and other government agencies will access updated American Samoa traffic data.

OHS will provide an annual report to NHTSA Region 9 reporting the accomplishments in the upgrade of American Samoa's Traffic Records system.

Police dispatchers are able to provide police officers on the field with up to date driver and vehicle license information.

Goal 6: Expand OHS for better management in supporting its effectiveness.

Objectives:

- a) OHS will hire personnel for management and administrative functions.
- b) OHS will provide training for new staff.
- c) OHS will purchase office equipment for new staff.
- d) OHS will funds new staff salary.

PM:

New staff will reduce workload issues identified in the management review.

New OHS staff will be able to manage each functional area more effectively to avoid additional responsibility.

**PLANNING AND ADMINISTRATION
PA 09-01**

Problem Statement

The American Samoa Office of Highway Safety has been identified as one of the territories and states that has a significant carry forward of funds at the end of the fiscal year. This problem has been addressed at the regional and national level, states and territories has to consider avenues to remedy the considerable carry forward amounts each fiscal year. These are some of the problems that facilitates the substantial carry forwards; 1) inexperience of the OHS staff in submitting of reimbursement vouchers in a timely manner, 2) lack of financial training for financial personnel, 3) the inability of ASG to submit certain documentations required to prepare payment vouchers, and 4) failure of OHS to follow timeline of planned program activities.

One problem plaguing the American Samoa OHS is its inability to monitor its documentation of purchases with in the ASG. In resolving this problem OHS needs to employed more staff personnel, proper training and an improved system to better monitor highway safety projects once submitted to ASG for funding.

Problem identification Process

The OHS Coordinator and staff will continue to focus on conducting surveys to determine problems that need addressing. They will produce a timeline of activities for all programs funded in fiscal year 2009, and will continuously monitor the timeline to ascertain programs that are not accomplishing these activities and to consider solutions to correct and alleviate these problems.

Problem Solution:

Goal 1: The American Samoa Office of Highway Safety needs to properly train its staff and new personnel assigned to manage individual highway safety programs.

Objectives:

- a) The Office of Highway Safety will send personnel managing highway safety programs to attend an approved NHTSA program management course.

- b) The OHS financial officer and ASG personnel involved in handling highway safety funding need to be trained to better understand the NHTSA infrastructure.
- c) OHS will fund a consultant as a solution to organizing major areas of need improvement to include expansion of the entire program. This will also deploy the program to its full capability and more effective.
- d) OHS selected staff will attend HS Pre-Plan Meeting

PM:

Individual highway safety programs are better managed.

There is an improvement in the flow of highway safety financial documents through the ASG financial and procurement system.

There is an improvement in the monitoring of highway safety funds with in the local government.

Improve management review findings and to make progress towards lifting the high risk status on American Samoa.

Goal 2: Planning and Administration will ensure that the Highway Safety Programs are implemented, monitored, and analyzed.

Objectives:

- a) PA Program will prorate fund for the salary for OHS Coordinator, the OHS Financial Officer. Administrative Assistant's salary will be fully funded by OHS.
- b) The OHS Administrator will ensure that all American Samoa Highway Safety Programs are complying with DOT and NHTSA policies and regulations.
- e) The Financial Officer will be tasked with purchasing, draw downs, and the management of highway safety funds.
- e) The Administrative Assistant will be task with property management, travel arrangement, filing and assisting the Financial Officer in all other aspects of OHS.

PM:

NHTSA Region 9 continues to receive reports concerning the implementation of American Samoa Highway Safety Programs.

NHTSA Region 9 continues to receive financial status of American Samoa's Highway Safety Programs.

The American Samoa Office of Highway Safety continues to follow DOT/NHTSA guidelines and submits NHTSA Region 9 American Samoa's Highway Safety Annual Report.

OHS will continue to expand in its functional areas to improve its effectiveness as recommended in the 2008 Management Review.

Goal 3: Produce a Time Line of Activities for the American Samoa Highway and Traffic Safety to reduce motor vehicle crashes, fatalities, and injury crash rates below the national average.

Objectives:

- a) The Office of Highway Safety will follow and train staff and managers on National Highway Traffic Safety Administration (NHTSA) policies and guidelines.
- b) OHS will follow recommended dates specified in the highway safety event calendar as a time frame for programs such as 3D Prevention Month, Click it or ticket Mobilization, July 4th DUI Enforcement, Labor Day DUI Enforcement to include local special events.

PM:

Highway safety projects are completed as prescribed by the established timeline.

The Office of Highway Safety will submit the American Samoa Highway Safety Annual Report and other reports identifying American Samoa's Highway Safety Program accomplishments.

Goal 4: The DPS/OHS will monitor all program activities and determine the degree that they are reducing motor vehicle crashes, fatalities, and injury related crashes throughout the Territory.

Objectives:

- a) OHS will improve on a system to obtain Traffic Crash Reports, DUI, Traffic Citations, and Traffic Injuries from the DPS Records Division, Court and EMS.
- b) The OP Program will continue to conduct and compile a seatbelt and CPS Roadside Survey.
- c) The OP Program will implement an assessment as required.

PM:

The Office of Highway Safety will continue to collect reports and data, analyze the data and establish highway safety problem areas

OHS will report all highway safety program problems and productivity on the Highway Safety Annual Reports and Highway Safety Plans.

Goal 5: In improving American Samoa's Highway Safety Program, OHS will continue send staff members to attend NHTSA meetings and conferences to obtain up to date NHTSA issues pertaining to highway safety.

Objectives:

- a) The Governor's Highway Safety Representative and Grant Administrator, and selected OHS Staff members will attend the Annual GHSA Conference to include GHSA Executive Summit.
- b) OHS staff members will attend the Annual Pre-HSP Meeting at a designated location.
- d) The GR, OHS Coordinator, and a OHS Staff members will attend the Annual NHTSA Region 9 Leadership Meeting and Lifesaver Conference.

PM:

The American Samoa OHS will submit for approval all travels for the American Samoa Office of Highway Safety.

OHS staff members attending meetings and conferences implement experiences and information to American Samoa's highway safety programs.

OHS staff performance shows improvement as specified in the Highway Safety Annual Report.

The American Samoa OHS is able to submit its drawdown vouchers to NHTSA Region 9 at a timely manner.

Goal 6: The Office of Highway Safety will continue to use highway safety funds to purchase office supplies, equipment, and services for the American Samoa OHS.

Objectives:

- a) OHS will continue to pay its share of the utility bill, electricity, phone, and janitorial services.
- b) The Office of Highway Safety will continue to update, and purchase computers for new staff and ensure compatibility with Region systems of communications.
- e) OHS will continue to purchase office supplies and equipment that will allow the Office of Highway Safety to provide adequate services to the general public and NHTSA Region 9.
- e) OHS anticipates a possible rental or lease of office space as OHS expands.

PM:

Office of Highway Safety will improve in recording all purchases made by OHS in an inventory list to be updated for audit purposes by NHTSA Region 9.

The American Samoa Annual Report and Highway Safety Plan will justify the reasons for purchasing equipment, supplies, and services for Planning and Administration.

PA 09-01

Activity	Project	Cost	Total Cost
1	Coordinator prorate salary a) Salary b) IDC 27% c) Fringe Benefits 16.20%	11,667.00 3,150.00 1,867.00	16,684.00
2	Finance Officer prorate salary a) Salary b) IDC 27% c) Fringe Benefits 16.20%	11,000.00 2,970.00 1,760.00	12,760.00
3	Procurement/Admin Assistant salary a) Salary b) IDC 27% c) Fringe Benefits 16.20%	15,000.00 4,050.00 2,400.00	21,450.00
4	Annual GHSA Conference a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	6,400.00 3,708.00 950.00	11,058.00
5	NHTSA Region 9 Leadership Meeting a) Airfare x 2 per b) Per Diem x 2 per x days	4,000.00 2,778.00	6,778.00
6	NHTSA Region 9 Pre-HSP Meeting a) Airfare x 4 per b) Per Diem x 4 per x 4 days	6,400.00 2,972.00	9,272.00
7	GHSA Annual Fee	3,500.00	3,500.00
8	Office Communication Cost	5,000.00	5,000.00
9	Office supplies and equipment	5,000.00	1,000.00
10	Janitorial Contractual Services	2,500.00	2,500.00
Grand Total	Section 402 P&A Cost		90,002.00

**ALCOHOL ENFORCEMENT
AL-09-02**

Problem Statement

Although was dramatic drop of 53% in DUI arrest in FY 2005 as compared to FY 2004. DUI crashes decreased by 80% and persons injured in DUI related crashes were reduced by 50% in FY 2005. For the second consecutive year there were no DUI related traffic fatalities.

In order to maintain the low number of DUI crashes involving injuries and fatalities, American Samoa needs to continue its strict DUI enforcement by continuing its visible DUI Sobriety Check Points and saturation patrols. OHS and DPS also need to continue its DUI PI&E programs by stressing the "Drive Drunk, Over the Limit, Under Arrest" Campaign.

It is difficult for the Department of Public Safety to sustain a high number of DUI enforcements because of their lack of police manpower. OHS will assist DPS by funding overtime for DPS DUI qualified officers to maintain high visibility enforcements in American Samoa. OHS will continue to fund for training to update officers on DUI field and chemical testing and ensure the maximum number of officers are certified for DUI enforcement.

Problem Identification Process

The DUI reports and DPS monthly reports are analyzed to obtain DUI data to monitor DUI enforcement. American Samoa District Court records are also analyzed to determine the American Samoa's DUI conviction rate.

Problem Solution:

Goal 1: The Office of Highway Safety will be committed to working with the American Samoa Department of Public Safety in reducing the number of drunk drivers on American Samoa's roadways by increasing DUI arrest by 20% and reducing DUI related crashes by 10% from the previous fiscal year.

Objectives:

- a) OHS will continue to fund overtime for DPS off-duty police officers to conduct visible DUI enforcements during specified dates established and approved by NHTSA and bi-monthly visibility enforcements.
- b) The Office of Highway Safety will fund to continue its Annual Holiday Season DUI Sobriety Check Points and DUI saturation patrols during the month of December 2008 and major holidays during FY 2009.

PM:

OHS will collect DUI data to monitor monthly DUI Enforcement.

The DPS Traffic Division will submit a summary report after every major DUI enforcement activity.

DUI data shows a 20% increase in DUI arrest in FY 2007 as compared to the previous fiscal year.

American Samoa Traffic Crash Reports show a decrease of 10% in DUI related crashes in FY 2007 as compared to FY 2006.

Goal 2: The Office of Highway Safety will provide and fund training for DPS personnel to better assist them in DUI enforcement.

Objectives:

- a) The Office of Highway Safety will purchase materials to provide local S/FST Training for the local officers.
- b) OHS send two police officers to be certified Instructors not only as Intoximeter RBT IV and Calibrators but to include other new related certification courses.
- c) Highway safety will continue to fund the purchase of materials and supplies to conduct a local certification Courses.

PM:

OHS will submit a report to the NHTSA Region 9 Office concerning the number of police officers trained locally on S/FST by the certified local instructors.

Two police officers attend an Intoximeter RBT IV Breathalyzer Instructor Course.

OHS will submit a report to the NHTSA Region 9 Office on Intoximeter RBT IV certified police officers trained by local instructors to include new related devices.

There is an increase in the number of DUI arrests in FY 2007.

Goal 3: The OHS/AL Program will purchase additional equipments to assist DPS in DUI Enforcements.

Objectives:

- a) OHS will purchase RBT IV supplies and calibration cylinders to maintain the use and calibration Intoximeter Breathalyzer and other devices.
- b) The Office of Highway Safety will continue to purchase safety equipment to assist police officers to conduct DUI Enforcement during night enforcements and DUI Sobriety Check Points.
- c) OHS will propose purchasing of a DUI Enforcement Van and trailer to support DUI enforcement in automated reports and to haul assets.
- d) OHS will purchase two Intoximeter RBT IV Breathlyzers, Alco Sensor IV, one Intoximeter II, five Digital Ally Video & Flashlight equipment to assist DPS on DUI enforcements.
- f) OHS has started to improve on its automated DUI enforcement activity report. OHS will purchase a DUI Enforcement Vehicle with trailer to house computer and printer and hauling of safety equipment for roadblocks.

PM:

OHS will document, inventory, and monitor all equipment purchased with highway safety funds and submit reports to NHTSA Region 9.

The Office of Highway Safety will ensure that all equipment purchased with highway safety funds are utilized by the DPS Traffic and Patrol Divisions for the sole purpose of DUI Enforcement

DPS Traffic and Patrol Monthly and the Traffic Annual data show an increase in DUI enforcement in FY 2007.

GOAL 4: OHS compliment its DUI enforcement with a solid PI&E Campaign.

Objectives:

- a) OHS will publicize its DUI Enforcements by coordinating it with a strong PI&E campaign.
- b) The Office of Highway Safety will run the new “Drive Drunk, Over the Limit, Under Arrest” Campaign island wide utilizing the local media.
- c) OHS will erect road side signs at heavily traveled highways to promote “Drive Drunk, Over the Limit, Under Arrest” Campaign.

PM:

The “Drive Drunk, Over the Limit, Under Arrest “Campaign is broadcasted by local media and other supporting coalitions

PI&E Campaigns correspond with DUI Enforcements.

Progress report for DUI enforcement is submitted to OHS and NHTSA Region 9.

AL 09-02

Activity	Project	Cost	Total Cost
1	AL Program Manager prorate a) Salary b) IDC 27% c) Fringe Benefits 16.2%	5,000.00 1,350.00 800.00	7,150.00
2	3D DUI Enforcement OT(20 Ocrs/14 days) a) Overtime cost b) IDC 27% c) Fringe Benefits 16.20%	22,400.00 6,048.00 3,584.00	32,032.00
3	NHTSA Leadership Meeting a) Airfare x 1 per b) Per Diem x 1 per x 7 days	2,000.00 1,389.00	3,389.00
4	Two RBT IV Intoximeter Breathalyzers	9,000.00	9,000.00
5	Five Digital Ally DUI Video System	6,500.00	32,500.00
6	RBT IV, Alco sensor, Intox II Accessories	2,000.00	2,000.00
7	Local RBT IV, Alco Sensor, Digital Ally, Intox II Training Materials/Supplies	2,000.00	2,000.00
8	Local S/FST Training Material/Supplies	2,000.00	2,000.00
9	Safety Equipment for Police Officers	10,000.00	10,000.00
Grand Total	Section 402 AL Program Cost		100,071.00

EMERGENCY MEDICAL SERVICES
EM 09-03

Problem Statement

The LBJ Tropical Medical Center EMS responded to over 200 vehicle crashes during fiscal year 2005. 2007 status was not available. EMS constantly needs to improve on their response time and improve services rendered at the scene of traffic crashes. Collecting injury data has also been a challenge as they improve on their new pilot testing automated data collection through Section 408.

One contributing problem for the delay in EMS response is the 911 Emergency System. All 911 calls go through DPS Dispatch and then forwarded to EMS. To address this problem American Samoa needs to improve the 911 Emergency System and train DPS and EMS Dispatchers to minimize time of initial call and notification of EMS.

Although, the Emergency Medical Services actions and response to traffic crash scenes are commendable their limited budget also restricts them from providing adequate services to victims at crash scenes. EMS needs training, first responder, and safety equipments.

Problem Identification Process

The EMS program is efficiently managed. Problems are identified and passed on to the attention of officials by the EMS Chief. Solutions are immediately sought and problems resolved because of his persistent efforts.

Problem Solution:

Goal 1: OHS will fund to send Emergency Medical Services (EMS) EMT off-island training.

Objectives:

- a) The Office of Highway Safety will fund to send two EMT to attend Dispatcher Training off-island.
- b) The Office of Highway Safety will fund for EMT's to attend EMS Trauma Instructor Training.
- c) The Office of Highway Safety will send personnel managing the EM program to attend an approved NHTSA program management course.

PM:

DPS and EMS dispatchers are able to provide vital information to EMS personnel on the field and proper instruction to improve response time.

EMS is able to improve apply of treatment to victims of motor vehicle crashes at traffic crash scenes.

EMS will improve their response time to traffic crash scenes.

Goal 2: OHS will fund to purchase rescue equipment to be utilized by EMS personnel to treat victims at traffic crash scenes.

Objectives:

- a) The Office of Highway Safety will continue to fund traffic safety equipment to be used by EMT's while treating victims at traffic crash scenes.
- b) OHS will continue to purchase rescue equipment to be utilized by EMS to aid traffic crash victims.

PM:

EMTs are able to utilize needed equipment to treat trauma traffic crash victims at scenes of traffic crashes involving injuries.

Improved rescue care and treatment of traffic crash victims at traffic crash sites.

Goal 3: OHS will fund for EMS to purchase equipment and materials to be utilized in providing local training conducted by EMS.

Objectives:

- a) EMS will provide supplies to provide local training for local Emergency Dispatchers.
- b) EMS will conduct CPR course for local police, fire, other government agencies, and the public.

PM:

Improved utilization of emergency calls by local Emergency Dispatchers.

An increase in first responders certified in the use of CPR.

EM 09-03

Activity	Project	Cost	Total Cost
1	EMS Extraction Instructor Course a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	5,000.00 3,000.00 1,000.00	9,000.00
2	Off-island Dispatcher Instructor Training a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	5,600.00 2,780.00 1,000.00	9,380.00
3	EMS Trauma Instructor Training a) Airfare x 2 per b) Per Diem x 2 per x 10 days c) Fee x 2	4,800.00 3,340.00 1,000.00	9,140.00
4	Program Manager Course a) Airfare x 1 per b) Per Diem x 1 per x 7 days	2,800.00 1,340.00	4,190.00
6	First Responder Rescue Equipment	8,000.00	8,000.00
7	Safety Equipment for EMTs	8,000.00	8,000.00
8	Local Training and Certification by EMS	5,000.00	5,000.00
9	Public awareness programs	5,000.00	5,000.00
Grand Total	Section 402 EM Program Cost		57,710.00

OCCUPANT PROTECTION OP 09-04

Problem Statement

Occupant protection and child passenger safety seat usage remains American Samoa's primary problem and will continue to improve in 2009. American Samoa's data on last year's plan showed usage was far below the national average. As an increased showed in the past, this is still a priority for improvement in 2009.

The primary problem for the low usage is the lack in continuous enforcement. Even though DPS conducts periodical visible major enforcements the lack of police manpower hinders their efforts in providing continuous enforcements. OHS will address this problem by paying overtime for officers to provide continuous seat belt and CPS enforcements.

The Office of Highway Safety in coordination with DPS will continue its PI&E campaign for seat belts and CPS programs. American Samoa will continue to push the "Click it or Ticket" Campaign. OHS will also continue its CPS Subsidy Program to educate and promote the use of CPS seats. OHS will also seek the assistance of an approved Assessment Team to analyze American Samoa's seat belt and CPS usage problem. The Office of Highway Safety will seek the services of the American Samoa Community College (ASCC) to provide a seat belt survey to better analyze the usage data.

Problem Identification Process

The OHS/OP Program Roadside Seat Belt Survey's indicate the increase or decrease in the usage of seat belt and child passenger safety seat usage. A monthly and annual review of seat belt and child passenger safety seat traffic citations issued, show an increase or decrease of occupant restraint enforcement.

Problem Solution:

Goal 1: American Samoa will continue to increase its seat belt and CPS enforcement to increase usage. Need a manager for the program.

Objectives:

- a) The Office of Highway Safety will fund officer's overtime to conduct major visible seat belt and CPS enforcements.
- b) In providing maximum enforcement OHS will fund overtime for officers to conduct continuous seat belt and CPS enforcements.
- c) OHS will employ a program manager to coordinate all efforts of enforcements and to manage the program effectively.
- d) DPS will continue to enforce American Samoa's Mandatory seat belt and Child restraint laws.
- e) OHS will fund the salary for the OP Manager.

PM:

OHS pays for overtime for officers conducting seat belt and CPS enforcement to include program manager's salary.

DPS Traffic Division will submit a summary report of all seat belt and CPS enforcements to OHS.

Seat belt and CPS enforcements are conducted on dates specified by NHTSA and HSP.

Roadside survey shows an increase in seat belt and CPS usage in American Samoa.

Goal 2: Increase motor vehicle occupant seatbelt usage by 10% and have American Samoa's seatbelt usage in FY 2009 at 70% usage.

Objectives:

- a) The Department of Public Safety will increase its seat belt enforcement in FY 2009.
- b) OHS will continue its Click it or Ticket PI&E campaign utilizing local TV, radio stations and road signs.

PM:

DPS Traffic Division summary seat belt enforcement reports and District Court citation data shows an increase in seat belt enforcement.

Seat belt PI&E campaign is broadcasted by local media.

Roadside seat belt surveys reveal a 65% usage for motorist traveling on American Samoa's highways in FY 2007.

Goal 3: OHS will increase American Samoa's seat belt usage by 10% and child passenger safety seat usage to 40% in FY 2009. More initiative effort needs to take place and involvement of manager.

Objectives:

- a) The Department of Public Safety will step up enforcement for CPS usage in FY 2009.
- b) OHS will continue its CPS Subsidy Program to further publicize the importance and proper way for using CPS seats.
- c) The Office of Highway Safety will continue its PI&E campaign for CPS utilizing local television, radio stations, and road signs. Management will be the key to successfully accomplish this.
- d) OHS will continue to assist local residence by purchasing CPS seats to maintain the CPS Seat Subsidy Program and continue to urge local retail stores to sell and import child passenger safety seats.
- e) OHS will fund the salary for program manager as the position is currently vacant.

PM:

DPS Traffic Division submits a summary report and District Court Traffic Citation data shows an increase in CPS enforcement.

CPS Program submits an activity report on the CPS subsidy program for FY 2007.

Local media broadcasts CPS PI&E campaign during FY 2007.

Roadside CPS surveys show a 40% usage for children riding in motor vehicles in American Samoa for FY 2007.

Goal 4: The Office of Highway Safety will provide a PI&E campaign to work collectively with enforcements to provide a bigger impact in deterring motorist to utilize their seat belts and CPS seats.

Objectives:

- a) Local television and radio stations will continue to broadcast the Click it or Ticket Campaign.
- b) The OHS/OP personnel will appear on local television shows to campaign the usage of seat belt and child safety seats. The local television station will also periodically show seat belt campaign spots.
- c) The OHS/DPS personnel will distribute brochures, pamphlets, and other Promotional materials through activities and government agencies.
- d) The Office of Highway Safety will continue to promote usage by erecting more "Click it or Ticket" signs on heavily traveled highways.
- e) Local media will be used to promote and announce enforcements to make enforcement more visible.

PM:

Local television and radio stations broadcast seatbelt and child passenger safety public awareness messages periodically.

Local newspaper, radio, and television stations will announce DPS intentions on seatbelt and child passenger safety seats campaign.

OHS will conduct questionnaire survey to obtain the effectiveness of Highway Safety public awareness projects.

Goal 5: The OHS/OP Program will fund training for OP personnel and local police officers on matters pertaining to Occupant Protection and child passenger safety program.

Objectives:

- a) OHS and newly assigned program manager will attend the Annual Lifesavers Conference to obtain information, share program information and interact with other highway safety partners.
- b) OHS and new manager will attend the CPS Technician Certification Course.
- c) The Office of Highway Safety will send personnel managing the AL Program to attend an approved NHTSA program management course.

PM:

Local police officers will receive training from off-island and on-island on the importance of seat belt and child passenger safety seats.

OP Staff and Police Officers will attend community gathering, schools, and rallies to provide presentations on the importance of seat belt and child passenger safety seat usage.

Certified CPS Technicians conduct CPS projects to enhance the use of CPS seats.

GOAL 6: In improving seat belt and CPS usage American Samoa needs an assessment and an improved method for obtaining OP data.

Objectives:

- a) OHS will review and obtain the services of an off-island Assessment Team to assess American Samoa's OP Program.
- b) The Office of Highway Safety will obtain the services of external sources to provide seat belt and CPS roadside survey.

PM:

An off-island assessment team conducts an assessment of American Samoa OP Program and submits its recommendations.

Selected source provides roadside survey of American Samoa's seat belt and CPS seat usage.

OP 09-04

Activity	Project	Cost	Total Cost
1	OP Manager Salary a) Salary b) IDC 27% c) Fringe Benefits 16.20%	20,000.00 5,400.00 3,200.00	28,600.00
2	National Click it or Ticket Enforcement OT (20 Ofcrs/6 days) a) Overtime cost b) IDC 27% c) Fringe Benefits 16.20%	9,600.00 2,592.00 1,536.00	13,728.00
3	OP/Speed Monthly Enforcement (4 Ofcrs/8 days) a) Overtime cost b) IDC 27% c) Fringe Benefits 16.20%	28,160.00 7,603.00 4,506.00	40,269.00
4	Lifesavers Conference a) Airfare x 3 per b) Per Diem x 3 per x 10 days c) Fee x 3	9,000.00 5,106.00 1,350.00	15,456.00
5	Program Manager Course a) Airfare x 1 per b) Per Diem x 1 per x 7 days	2,800.00 1,340.00	4,190.00
6	Public Awareness Materials	12,000.00	12,000.00
Grand Total	Section 402 OP Program Cost		114,243.00

PEDESTRIAN SAFETY PS 09-05

Problem Statement

Pedestrian injuries and fatalities current status are not available other than last years report. There were no pedestrian fatalities from FY 2000 to 2004. In FY 2005, there were two pedestrian traffic fatalities.

The major cause for injuries and fatalities of pedestrian in traffic related crashes are from the carelessness of drivers. Another factor would be speeding with in area heavily traveled by young pedestrians. Drivers and pedestrians need to be educated on safety. OHS will also work with the American Samoa Department of Public Work Highway Division to come up with innovative ways to protect pedestrians against vehicle collisions.

Problem Identification Process

The OHS staff will continue to ascertain American Samoa's Traffic Crash data from the DPS Records Division in order to monitor Pedestrian Safety and identify problems associated with pedestrian safety.

Problem Solution:

Goal 1: OHS will continue to reduce pedestrian injury from vehicle crashes by 5% in fiscal year 2009, and continue to maintain zero pedestrian fatalities. Maintain a 0% injury of school age pedestrians injured at school zones during school hours.

Objectives:

- a) The PS Program will prorate salary for the Program Manager to monitor and coordinate the Pedestrian Safety Program and Youth Alcohol.
- b) OHS will continue the School Safety Program with schools located next to the public highway with heavy traffic flow.
- c) Police Officers will continue to supervise the School Safety Program at the Schools.

- d) The Office of Highway Safety will work with the Department of Public Work to identify areas needing safety devices and crosswalks.

PM:

OHS will continue to obtain traffic crash data and monitor the number of Pedestrian injuries and fatalities caused from vehicle crashes.

The number of pedestrians injured in vehicle crashes is reduced by 5% in FY 2007, as compared to the previous year.

FY 2008 pedestrian data are not available.

Goal 2: The Pedestrian Safety officer will train school guard personnel and lecture to schools requesting assistance.

Objectives:

- a) Police Officers will provide school crossing training to critical schools across American Samoa.
- b) The police officer will provide lecture and presentations to schools requesting crossing safety.

PM:

All activities performed by police officers at the schools concerning school safety will be reported to the NHTSA Region 9 Office.

Program improvement and status will be reported to NHTSA Region 9 Office.

Goal 3: The OHS will purchase safety equipments for the Crossing Guard Programs and material for educational and promotional purposes.

Objective:

- a) To ensure the safety of the crossing guard personnel, OHS will purchase safety equipments for the Crossing Guard Program.
- b) The OHS will purchase material to assist the police officers in promoting and the training of crossing guard.

PM:

All equipments purchased for the school safety program will be documented and monitored by the PS Program.

Safety equipments and materials for pedestrian safety training and lectures will be reported to the NHTSA Region 9.

Goal 4: OHS/PS Program will continue to provide promotional materials to educate and make the public aware of pedestrian safety.

Objectives:

- a) The local radio station will periodically broadcast pedestrian messages on their radio programs.
- b) The Office of Highway Safety will distribute public awareness materials and promotional materials at local government agency offices, businesses, and organizations.

PM:

OHS will report the number of public broadcasting conducted by local television and radio to the NHTSA Region 9 Office.

OHS will report to the NHTSA Region 9 Office promotional materials distributed to government agencies, business, and other organizations.

PS 09-05

Activity	Project	Cost	Total Cost
1	Program Manager prorate salary a) Salary b) IDC 27% c) Fringe Benefits 16.20%	15,000.00 4,050.00 2,400.00	21,450.00
2	Program Manager Course a) Airfare x 1 per b) Per Diem x 1 per x 7 days	2,800.00 1,340.00	4,190.00
3	Safety Equip. for School Safety Program	7,000.00	7,000.00
4	Public Awareness Materials	7,000.00	7,000.00
Grand Total	Section 402 PS Program Cost		39,640.00

**POLICE TRAFFIC SERVICES
PT-09-06**

Problem Statement

In the past years traffic crashes in American Samoa has gradually decreased. In FY 2004, crashes declined by 14.8% as compared to FY 2003. Crashes continued to drop in FY 2005, a reduction of 10.5% from FY 2004. Although injury crashes again increased in FY 2005 by 14% as compared to FY 2004 the total number of persons injured in FY 2005 was 20.5% less then persons injured in FY 2004. Traffic fatalities increased in FY 2005, six people lost their lives in traffic crashes in FY 2005, and there was only one traffic fatality in FY 2004. Status for FY 2006 to FY 2008 is not available at this time.

In continuing to reduce traffic crashes, injuries, and fatalities DPS needs to increase enforcement such as speeding, seat belts, CPS, and other traffic infractions. With more of the highways being re-constructed it is evident that more and more motor vehicles are speeding and driving carelessly. In addressing this problem DPS needs to be more visible and increase its enforcements.

The limited local funding does not allow DPS adequate equipment to conduct effective traffic enforcements. DPS has made some changes in manpower to better support traffic division on traffic enforcement. This will allow additional resources to accomplish and improve performance. However, this still requires a more share cost between DPS and OHS in procuring of new and updated equipment. On another note, the present lack of officers within DPS means that overtime is required to accomplish an effective enforcement.

Police Identification Process

The Office of Highway Safety Staff will manually collect Police Traffic Crash Reports from the DPS Records Division to provide data to monitor American Samoa's highway safety crashes and problems. Police monthly reports and Court citation data will be collected to monitor police traffic enforcement. Reports will be gathered from the American Samoa District Court to monitor the conviction rates of police traffic prosecutions.

Problem Solution:

Goal 1: To reduce vehicle crashes DPS will increase its enforcements of American Samoa's traffic laws.

Objectives:

- a) The Office of Highway Safety will purchase equipment to assist the American Samoa Department of Public Safety enforce the traffic laws of American Samoa.
- b) OHS will fund for off-island and local training to improve the knowledge of local police officers in the performance of their traffic enforcement duties.
- c) The Office of Highway Safety will fund overtime for off-duty police officers to conduct bi-monthly saturation speed/OP enforcement
- d) OHS will fund for PI&E projects to educate the public in traffic safety.

PM:

The Office of Highway Safety will collect data from the DPS Records Division to review traffic crash data.

OHS will collect traffic citation data from the American Samoa District Court to establish DPS traffic enforcement.

Traffic crashes in American Samoa are reduced by 5% in FY 2007.

Goal 2: The Office of Highway Safety will provide funds to allow personnel to obtain off-island and on-island training.

Objectives:

- a) The Office of Highway Safety will continue to fund two police officers to be certified as Police Motorcycle Operator Instructors.
- b) The Office of Highway Safety will fund for instructors from the Institute of Police Technology and Management (IPTM) to certify local police officers as Certified Radar Instructors and other devices.
- c) The DPS Training Division will utilize local Police Motorcycle Instructors to certify local police officers as Certified Operators.

- d) The American Samoa DPS Training Division will conduct a Kustom Signals Radar Operator certification course for local law enforcement officers.
- e) Judges and prosecutors will be sent off-island to obtain training to the latest highway safety issues within the Judicial Branch.
- f) OHS will fund for materials, supplies, and equipment to assist in conducting traffic training locally.

PM:

All off-island trainings are pre-approved by NHTSA Region 9.

The Office of Highway Safety will submit a report to NHTSA Region 9 disclosing training attended by personnel off-island and instructors funded by NHTSA.

OHS will report to the NHTSA Region 9 the number of Training conducted locally and the number of attendees.

There is an increase in the number of police officers certified to conduct traffic duties and enforcement.

The Department of Public Safety is capable of training their own officers locally.

Goal 3: OHS/PT will continue to purchase equipment to assist the DPS Traffic and Patrol Divisions in traffic enforcement, conducting Safety Check Points and traffic crash scene investigation.

Objectives:

- a) The Office of Highway Safety will fund for the purchase of two police motor vehicles to be utilized by DPS police officers in Traffic Enforcement.
- b) Patrol units continue to support in traffic enforcement and provide results to OHS. OHS will procure two police vehicle for every four police vehicles that DPS funds locally. A 4:2 ratio; DPS procured four new vehicles in April of 2008.

- c) OHS will fund for the purchase of three Kustoms Signals Talon II Radar and Laser Cam to assist police officers in the enforcement of American Samoa speed laws.
- d) The Office of Highway Safety will purchase safety equipment to be utilized by police officers at checkpoints, traffic control, and traffic investigation scenes.
- d) OHS will provide funding to purchase communication and safety equipment for traffic enforcement.

PM:

More DPS Police Officers are able to enforce the traffic laws of American Samoa based on availability of traffic equipment purchased by the highway safety programs.

There is an increase in citations issued by police officers in fiscal year 2007 as compared to citations issued in the past fiscal year.

Speeding citations are increased by 25% in FY 2007, as compared to citations issued in FY 2006.

There is a decrease in traffic crashes that involve speeding in FY 2007 with FY 2008 not available.

PTS 09-06

Activity	Project	Cost	Total Cost
1	Finance Officer prorate salary a) Salary b) IDC 27% c) Fringe Benefits 16.20%	9,500.00 2,565.00 1,520.00	13,585.00
2	Speed/OP Enforcement Overtime (4 Ofcrrs/8 days) a) Overtime cost b) IDC 27% c) Fringe Benefits 16.20%	28,160.00 7,603.00 4,506.00	40,269.00
3	Program Manager Course a) Airfare x 1 per b) Per Diem x 1 per x 7 days	2,800.00 1,340.00	4,190.00
4	Two Patrol Police Vehicle, 4:2 Proposal	45,000.00	90,000.00

5	Purchase 2 Kustom Talon II Radars	5,000.00	5,000.00
6	Local Certification Radar Course Materials	2,500.00	2,500.00
7	IPTM Basic Crash Investigation Course	15,000.00	15,000.00
8	Police Traffic Office Supplies	2,500.00	2,500.00
Grand Total	Section 402 PT Program Cost		173,044.00

ROAD SAFETY RS 09-07

Problem Statement

The Department of Public Safety and the Department of Public Work (DPW) continue to work closely together in identifying highway safety problems. They need to improve its coordination in providing much needed solutions in making American Samoa's highways safer. DPS and DPW need to coordinate their efforts to expedite the establishment of crosswalks and traffic control devices at areas requiring such measures.

Problem Identification Process

The OHS administrator identifies problem areas based on traffic data or is contacted directly by the general public for complaints concerning areas needing traffic signs and crosswalks. The administrator is responsible for forwarding these complaints to the Commissioner of Public Safety who notifies the Director for the Department of Public Work. The OHS administrator will continue to communicate with DPW Highway Division on roadway safety projects status.

Problem Solution

Goal 1: The Office of Highway Safety will work closely with the Highway Division of DPW to provide solutions in addressing ways to ensure safety on the highways of American Samoa.

Objectives:

- a) The Office of Highway Safety will send the Administrator and RS Manager to attend an approved NHTSA program management course. RS Manager will access and formulate a plan to address problems concerning road safety with the assistant of the administrator.
- b) The Office of Highway Safety will consider complaints from the general public pertaining to roadway hazards.
- c) OHS and the DPW/Highway Division will formulate solutions to address identified highway hazards.

PM:

Crosswalks, traffic control devices, and warning markings are placed at specified areas as needed to increase the safety of motorist and pedestrians on the highways.

Traffic crashes are reduced at problem areas in FY 2007.

RS 09-07

Activity	Project	Cost	Total Cost
1	Program Manager Course a) Airfare x 1 per b) Per Diem x 1 per x 7 days	2,800.00 1,340.00	4,190.00
2	Roadway Traffic Controls Signs	45,000.00	45,000.00
3	Traffic calming devices	25,000.00	25,000.00
Grand Total	Section 402 RS Program Cost		74,190.00

SAFE COMMUNITIES SA 09-08

Problem Statement

Community involvement is crucial in the success of the Office of Highway Safety implementing their highway safety programs. Involving the community eases the implementation of highway safety programs within communities. Communities usually expect government agencies to provide services for them.

The Office of Highway Safety is attempting to provide more activities to have local communities involved in traffic safety. Presently the Office of Highway Safety coordinates activities with other agencies to provide activities involving the public and communities.

Some of the problems that are brought to the attention of the Office of Highway Safety are the safety of children at school areas, the safety of commercial buses, youth alcohol, speeding, and drinking and driving. OHS usually resolves these problems with police interaction and highway safety program intervention such as the School Safety Program, Speed Enforcement, seat belt and CPS enforcement, Lights on for Life, and the 3D Drunk and Drugged, Driving Prevention Month.

Problem Identification Process

American Samoa's Highway Safety problems are identified from traffic data received from reports gathered by OHS personnel. To assist OHS and DPS in resolving these problems OHS create activities that will involve the community. Educating the community is a strong tool in resolving highway safety problems.

Goal 1: The Office of Highway Safety will take the lead and coordinate activities involving other government agencies and the community in addressing problems pertaining to traffic safety.

Objectives:

- a) The Office of Highway Safety will coordinate and develop a more effective Core Community Workgroup with local agencies, private organizations, and communities in support of annual campaigns.
- b) OHS will fund for materials to be distributed as public awareness in support for Traffic Safety outreach.

- c) The Office of Highway Safety will coordinate with DPS, DHSS, and EMS activities for the Lights on for Life in December 2008.
- d) OHS will plan presentations for youth alcohol, seat belt and CPS, DUI, and traffic safety issues to be conducted at schools, local church groups, government functions, and youth activities.

PM:

The Office of Highway Safety and Core Community Workgroup will forward all activity report to the NHTSA Region 9.

DUI related crashes are reduced in the month of December 2008, as compared to DUI related crashes that occurred during December 2007. No injury or fatalities from DUI related crashes occur in the month of December 2007.

OHS coordinates with DPS, DHSS, and EMS the Lights on for Life campaign and Candle Vigil Service during the month of December 2008

The Office of Highway Safety and DPS conducts traffic safety presentations at schools, youth groups, government rallies, and community functions during FY 2008.

Goal 2: The OHS will prorate the salary for OHS Coordinator to monitor and coordinate Safe Community Activities

Objectives:

- a) The SA Program will partially fund for the OHS Coordinator to monitor and coordinate SA projects.

PM:

SA reports are forwarded in a timely manner.

SA projects are implemented and monitored.

Goal 3: DPS/OHS will provide promotional materials to be distributed to other agencies and communities in increasing public awareness of traffic and highway safety programs.

Objectives:

- a) OHS will purchase materials to promote highway safety in American Samoa.
- b) Public awareness materials will be distributed to further promote traffic safety at rallies, group meetings, and presentations

PM:

OHS distributes safe community public awareness materials to promote highway safety programs.

A survey will measure the effectiveness of Safe Communities program.

Accomplishments are reported on Annual Evaluation Report.

SA 09-08

Activity	Project	Cost	Total Cost
1	Prorated salary for OHS Coordinator		
	a) Salary	11,667.00	
	b) IDC 27%	3,150.00	
	c) Fringe Benefits 16.20%	1,867.00	16,684.00
2	Traffic Safety Outreach Program materials	50,000.00	50,000.00
Grand Total	Section 402 SA Program Cost		66,684.00

TRAFFIC RECORDS TR 09-09

Problem Statement

Presently, American Samoa's traffic records data are all conducted manually. DPS still lack in upgrading its traffic records system in order to obtain the proper data to identify and address highway safety problems. Obtaining data manually creates problems for error. DPS and local government agencies need to upgrade their traffic records system to be automated to reduce erroneous data.

OHS initiated American Samoa's TR System by utilizing Section 411 merging into Section 408 funds to upgrade driver licensing and vehicle registration. By upgrading driver licensing and vehicle registration officers in the field will have up to date information on motorist and vehicles on the highways. Upgrading driver licensing and vehicle registration will also open other avenues for citation data, citation hand held units and driver history accessible in laptop computers located in police vehicles.

The Office of Highway Safety will utilize Section 408 SAFETEA-LU Funds to further network TR systems to include the Courts, EMS, and the Department of Public Work. Connectivity will allow government agencies to share information to formulate plans to address highway safety problems.

Problem Identification Process

The Department of Public Safety is responsible for traffic crash records, driver licensing and vehicle registration. The Emergency Medical Services (EMS) has data for traffic crash injuries. The American Samoa High Court compiles data for traffic citations. The availability of the Section 411 Grant, enthused American Samoa to establish a Traffic Records Coordinating Committee. The TR Committee is made up of members from different government agencies. Traffic Record problems are brought to their attention and they determine what improvements are needed to enhance the system.

Problem Solution:

Goal 1: The Office of Highway Safety will take the lead to implement, monitor, and submit progress reports for TR projects.

Objectives:

- a) OHS will prorate the salary for the OHS Coordinator also serves as a TR Coordinator who will implement, monitor, and submit progress reports to the Office of Highway Safety.
- b) The OHS Coordinator will work closely with the TRCC to establish and implement TR projects planned by TRCC and approved by NHTSA.

PM:

The TRCC meets quarterly to discuss, address, and plan TR projects.

The TR Coordinator will submit progress report to the Office of Highway Safety.

Traffic Records Quarterly Progress Reports and the FY 2008 Annual Evaluation Report will be submitted to NHTSA for their review.

Goal 2: The Office of Highway Safety will upgrade its traffic crash reporting system to be automated which will reduce erroneous data and prompt availability of traffic crash data. The traffic crash reporting system will be upgraded to be MMUCC compliance.

Objectives:

- a) OHS will upgrade its present traffic crash reporting system to improve data gathering by networking system within DPS and other government agencies.
- b) More officers will continue to receive training in usage of upgraded traffic crash reporting system.
- c) OHS will fund the salary of a IT Technician in monitor, gathering statistic reports and provide technical support for all systems.

PM:

DPS traffic crash reporting system upgraded and networked within DPS and other government agencies.

American Samoa crash data are MMUCC compliance.

Other government agencies will be able to access traffic crash data through networking system.

Officers receive training on upgraded system.

American Samoa crash data are accurate and available in a timely manner.

Provide technical assistant and support for all automated systems.

Goal 4: The District Court will utilize Section 408 SAFETEA-LU Funds to continue development of Traffic Citation Data System. The District Court will initiate a pilot E Citation Program.

Objective:

- a) The District Court will submit a pilot E-Traffic Citation System to be approved by TRCC and NHTSA.
- b) The DPS Police Traffic Division will implement the pilot E-Citation System for the District Court.

PM:

A pilot E-Citation project is approved by the TRCC and NHTSA and implemented by DPS Traffic Division.

The TR Coordinator will monitor the pilot E-Citation project and submit a progress report to OHS and NHTSA.

Goal 5: EMS under the Section 408 SAFETEA-LU Funding obtains an Electronic EMS Reporting System that will be NEMSIS Compliance to improve traffic crash injury data.

Objectives:

- a) EMS will submit a pilot Electronic EMS Reporting system to be approved by TRCC and NHTSA.
- b) EMS will continue the implementation of their pilot Electronic EMS Reporting system in FY 2009.
- c) The Electronic EMS Reporting system will be NEMSIS compliance.

PM:

The TRCC and NHTSA approve an Electronic EMS Reporting system for American Samoa.

EMS implements pilot Electronic EMS Reporting system.

EMS provides up to date and accurate data on traffic crash victims.

The TR Coordinator will monitor the pilot Electronic EMS project and submit a progress report to OHS and NHTSA.

Goal 6: The TR Program will continue to improve American Samoa's Traffic Records System by attending off-island conferences and obtaining the assistance of an off-island consultant group to provide an assessment and application for additional funding.

Objectives:

- a) Ledgelight Technology Inc. conducts a TR assessment of American Samoa TR Systems and prepares and application for additional TR funding.
- b) TRCC personnel will attend Annual Traffic Records Forum for FY 2009.

PM:

Ledgelight Technology Inc. completes an assessment of American Samoa's TR System and submits findings and recommendations to TRCC and NHTSA.

Ledgelight Technology Inc. submits American Samoa FY 2008 TR Application and Plan to NHTSA

TRCC personnel attended 2008 Annual Traffic Records Forum.

TR 09-09

Activity	Project	Cost	Total Cost
1	Program Manager prorated salary a) Salary b) IDC 27% c) Fringe Benefits 16.20%	5,000.00 1,350.00 800.00	7,150.00
2	Coordinator prorated salary a) Salary b) IDC 27% c) Fringe Benefits 16.20%	11,667.00 3,150.00 1,867.00	16,684.00
3	IT Technician salary a) Salary b) IDC 27% c) Fringe Benefits 16.20%	20,000.00 5,400.00 3,200.00	28,600.00
4	Traffic Records Forum a) Airfare x 5 per b) Per Diem x 5 per x 8 days c) Fee x 5	12,500.00 8,910.00 2,000.00	23,410.00
5	AMVAA Region IV Conference a) Airfare x 2 per b) Per Diem x 2 per x 8 days c) Fee x 2	6,000.00 7,932.00 1,000.00	14,932.00
6	OMV/Records Div. Supplies/Equipment	3,000.00	3,000.00
Grand Total	Section 402 TR Program Cost		93,776.00

YOUTH ALCOHOL YA 09-10

Problem Statement

It has been identified on previous police reports that there is a growing problem of youths and their use of alcohol in American Samoa. This has continued to be a major issue. The Office of Highway Safety in coordination with DPS has done a tremendous job in targeting enforcements on dates when youths are most likely to drink and drive. OHS is also working together with Liquor Inspectors in targeting vendors selling alcohol to minors. In FY 2009, OHS will be working closely with out reach programs to help deter youths from using alcohol and driving intoxicated.

Problem Identification Process

The OHS/YA staff to obtain monthly reports form the DPS Records Division to monitor the number of youths involved in DUI traffic related incidents. Information from criminal reports submitted by police officers on youths under the age 18 being detained for incidents related to drugs and alcohol.

Problem Solution:

Goal 1: The YA Program need to be more effective on implementation, monitoring, and planning projects to reduce the number of youths from drinking and driving in American Samoa.

Objectives:

- a) The Office of Highway Safety will partially fund for the salary for the YA Program Manager.
- b) Ensure enforcement of all activities in support of YA through out the Territory.
- c) The YA Program Manager will plan, implement, monitor, and analyze YA programs in FY 2009 to deter youths from drinking and driving.
- d) The YA Program Manager will ensure that all YA activities and projects for FY 2009 are conducted in a timely manner.

PM:

YA projects and activities are implemented and accomplished during FY 2009.

Reports for the YA Program are submitted to the Office of Highway Safety and NHTSA Region 9.

Goal 2: OHS and DPS will continue to use DUI Enforcements to target youths that drink and drive.

Objectives:

- a) The Office of Highway Safety will fund overtime for off-duty police officers to conduct saturation patrols during high school enforcements.
- b) OHS will fund overtime and coordinate with the Department of Public Safety DUI checkpoints and saturation patrols during Graduation Week.
- c) DPS will conduct DUI saturation patrols targeting high school events.

PM:

There is a decrease in youths involved in traffic crashes.

There are no youth fatalities from alcohol related crashes in FY 2008.

Reports of all YA activities are submitted to the Office of Highway Safety and NHTSA Region 9.

Goal 3: OHS will work closely with DPS, Local Youth Programs and out reach programs for deterrence and public awareness

Objectives:

- a) OHS will coordinate with out reach programs to educate youth on the dangers of drinking driving.
- b) OHS will continue to run anti drunken driving spots on local television and radio stations.

- c) DPS will assist Administration Services Department to target clubs and stores selling alcohol to minors.

PM:

Reports submitted to OHS and NHTSA on progress of out reach programs.

YA 09-10

Activity	Project	Cost	Total Cost
1	Program Manager prorata salary a) Salary b) IDC 27% c) Fringe Benefits 16.20%	15,000.00 4,050.00 2,400.00	21,450.00
2	Graduation Enforcement Overtime (20 Ofcrs/6 days) a) Overtime cost b) IDC 27% c) Fringe Benefits 16.20%	9,600.00 2,592.00 1,536.00	13,728.00
3	High School Prom DUI Enforcement (10 Ofcrs/6 days) a) Overtime cost b) IDC 27% c) Fringe Benefits 16.20%	4,800.00 1,296.00 768.00	6,864.00
4	YA Outreach program materials	30,000.00	30,000.00
Grand Total	Section 402 YA Program Cost		72,042.00

**PAID MEDIA
PM 09-11**

Problem Statement

Enhanced enforcement efforts are not significant effective if the public do not know or at least have the perception that their chances of being caught have increased.

Problem Identification Process

Public shows a lack of awareness and ignorance towards obedience to Traffic Safety laws. Major concerns were lack of public information disseminated for better understanding.

Problem Solution:

Goal 1: OHS need to be more effective on implementation of public information activities.

Objectives:

- a) Broadcasting seat belt and CPS messages through four radio stations including television spots
- b) Broadcasting impaired driving messages through four radio stations to include television spots
- c) Broadcasting Pedestrian Safety messages through four radio stations to include television spots
- d) Broadcasting Youth Alcohol messages through four radio stations to include television spots

PM:

Paid Media activities are implemented and accomplished during FY 2009.

Reports for the Paid Media are submitted to the Office of Highway Safety and NHTSA Region 9.

Conduct survey on the effectiveness of the OHS Paid Media campaigns

PM 09-11

Activity	Project	Cost	Total Cost
1	OP Radio spots (4 Radio Stations)	20,000.00	20,000.00
2	AL Radio spots (4 Radio Stations)	10,000.00	10,000.00
3	OP Television spots (3 Television Stations)	7,000.00	7,000.00
4	AL Television spots (3 Television Stations)	7,000.00	7,000.00
5	PS Radio spots (4 Radio Stations)	5,000.00	5,000.00
6	YA Radio spots (4 Radio Stations)	7,000.00	7,000.00
Grand Total	PM Program Cost		56,000.00

**NHTSA 406
K4 09-12**

Activity	Project	Cost	Total Cost
1 K4PA	Off-island Highway Safety Consultant Fee	20,000.00	20,000.00
2 K4PA	Annual GHSA Executive Seminar a) Airfare x 2 per b) Per Diem x 2 per x 10 days	5,600.00 2,828.00	8,428.00
3 K4PA	TSI Financial and GTS Course a) Airfare x 2 per b) Per Diem x 2 per x 10 days	5,600.00 2,780.00	8,380.00
4 K4PA	Program Manager Course a) Airfare x 2 per b) Per Diem x 2 per x 10 days	5,600.00 2,780.00	8,380.00
5 K4PA	Office equipment and supplies	10,000.00	10,000.00
6 K4PA	PA Computer equipment and software	12,000.00	12,000.00
7 K4AL	Monthly DUI Enforcement (8 Ofcers/4 days) a) Overtime cost b) IDC 27% c) Fringe Benefits 16.20%	28,160.00 7,603.00 7,506.00	40,269.00
8 K4AL	Mobile DUI Command Center Vehicle & Trailer	150,000.00	150,000.00
9 K4OP	Seat Belt Assessment	35,000.00	35,000.00
10 K4OP	Seat belt/CPS Roadside Survey	8,000.00	8,000.00
11 K4PT	Judges/Prosecutors Traffic Court Training a) Airfare x 3 per b) Per Diem x 3 per x 10 days c) Fee x 3	9,000.00 5,106.00 1,350.00	15,606.00
12 K4PT	IPTM Instructors Certification Radar Course	20,000.00	20,000.00
13 K4PT	IPTM Adv. Traffic Crash Investigation	20,000.00	20,000.00
14 K4PT	Safety Equipment for Motorcycle Operators	10,000.00	10,000.00
15 K4PT	Local Motorcycle Operator's Course materials	5,000.00	5,000.00

16 K4PT	Two Police Motorcycles for Enforcement	60,000.00	60,000.00
17 K4PT	Five computer laptops for police vehicles	30,000.00	30,000.00
18 K4OP	Child Passenger Safety Seats for CPS Program	50,000.00	50,000.00
19 K4OP	CPS Tech. Training materials	5,000.00	5,000.00
20 K4TR	Driver Education/Exam System	110,000.00	110,000.00
Grand Total	NHTSA 406 K-4 Grant		626,063.00

**408 Data Program Incentive
K9 09-13**

Activity	Project	Cost	Total Cost
1	Crash System Enhancement	100,000.00	100,000.00
2	Deployment & Hardware for Mobile	91,500.00	91,500.00
3	Crash Location Map Interface	80,000.00	80,000.00
4	Traffic Records Data Analysis Tools	60,000.00	60,000.00
5	Case Management (Court Back-end)	120,000.00	120,000.00
6	Case Management (Law Enforcement)	75,000.00	75,000.00
7	Department of Health Process Analysis	10,000.00	10,000.00
8	Traffic Records Coordinator	55,000.00	55,000.00
9	EMS Enhancements	35,000.00	35,000.00
10	Vehicle Registration System Enhancement	30,000.00	30,000.00
Grand Total	NHTSA 408 K-9 Program Cost		656,500.00

HIGHWAY SAFETY FY 2009 BUDGET

BUDGET SUMMARY

Planning & Administration	\$90,002.00
Alcohol Enforcement	\$100,071.00
Emergency Medical Services	\$57,710.00
Occupant Protection	\$114,243.00
Pedestrian Safety	\$39,640.00
Police Traffic Services	\$173,044.00
Road Safety	\$74,190.00
Safety Communities	\$66,684.00
Traffic Records	\$93,776.00
Youth Alcohol	\$72,042.00
Section 2003(B)	\$56,000.00
Section 406	\$626,063.00
Section 408	\$ 656,500.00
Grand Total	\$2,219,965.00